

## Section 12 Action Plan

Five-year action plans for greenways, prepared by the Division of Parks and Recreation, will be revised concurrently with the Parks and Recreation Comprehensive Master Plan. The principal aim of the 2001 Greenway Master Plan is to prepare a foundational document laying the groundwork for future action plans. The Action Plan prioritized and ranked greenway development projects based on: community input during the Focus Group presentations, citizen input during the Greenway Master Plan process, corridors identified in the 1993 Parks and Recreation Master Plan and the 1998 Regional Bikeway Plan, map making exercises, and Staff input. Project proposals will detail corridor recommendations, land acquisition or easement strategies, capital expenditures, potential sources for grants, and timelines for completion. Proposed action plans are adjusted annually to represent an appropriate level of fiscal commitment provided during annual appropriations and then updated every two years as part of the biennium budget.

### 12.1 Action Plan Recommendations

The Action Plan details various trail projects that may be accomplished in two five-year planning cycles, with updates every five years. These opportunities may be advanced or delayed depending upon funding schedules, community support, corporate sponsors, and development proffers. While some greenway corridors have already been determined, this action plan implies that some greenway corridors are conceptual in nature, flexible in implementation, and reliant upon the voluntary support of citizens.

Corridors that parallel roadways are presumed to occur in, or adjacent to, the road right-of-way. Determining on which side of the road greenway trail facilities will be built shall defer to the previous approvals of the James City County Sidewalk and Trail Plan and the Regional Bikeway Plan. It is presumed where trail systems are already in progress that continuation of the trail shall occur on the same side of a roadway, stream channel, or utility corridor, to minimize costly crossings unless the safety of the trail user would benefit from such a crossing. In instances where no determination has been made as to a clearly delineated corridor, the Greenway Planner shall recommend, in concert with the Planning Department and the Division of Parks and Recreation, which side the trail shall be located.

Areas of trail development are divided into five types: primary trails, secondary spur trails, neighborhood connectors, nodes, and loops. Primary trails create transportation spine routes that provide facilities that meet a broad cross section of user needs within our community. However, the size and scope of planning and need for inter-jurisdictional cooperation make these projects long in planning duration. Secondary spurs connect to areas of public interest. Neighborhood connectors provide connections from neighborhoods to other trail systems. Nodes represent areas where increased development activity necessitates more bike and pedestrian facilities to accommodate population increases. Loops provide a diversity of use, accessibility, and connectivity allowing citizens to enjoy a variety of trail lengths and experiences. In some cases, study areas may be requested when proposed trail locations reveal site limitations requiring more detailed corridor analysis before a route is determined.

One such study area is the Jamestown Road corridor in preparation for Jamestown 2007. As transportation plans are developed, some bicycle and pedestrian systems could be implemented

to help alleviate road congestion. These non-motorized trail systems can be linked to local schools in close proximity to Jamestown Island, such as Clara Byrd Baker and Jamestown High School, to be used as intermodal transportation hubs.

The prioritization schedule for corridor implementation assumed the following:

- Existing trail projects were detailed in 2002.
- Initial trail projects in 2003-2007 were located primarily on existing parks (nodes) because they are already in public ownership, the park master plans have approved trails, and existing parking facilities reduce the development costs for these new trails. Some primary trail corridors were recommended based upon future development expectations.
- Future trail projects in 2008-2012 will provide connections between parks through primary/secondary/regional trail corridors and loop trail systems.

#### List of Trail Projects

##### 2002

- Mid County Park paved multiuse trail - ¾-mile
- Soft surface multiuse trail on District Park Sports Complex - 3.4 miles
- Nature trails on District Park Sports Complex
- Greensprings trailhead and parking facility
- JC/W Community Center paved multiuse loop connection on Longhill Road

##### 2003-2007

- Route 199 paved multiuse trail, part of road widening improvements (south side)
- District Park Sports Complex paved multiuse trail around athletic fields - 1.0 miles
- Regional trail between District Park Sports Complex and Olde Towne Road
- Regional trail between Olde Towne Road and JC/W Community Center
- Mountain bike trails on District Park Sports Complex
- Mountain bike trails on Hotwater/Cole District Park
- Nature trails on Hotwater/Cole District Park
- Bike trails on Hotwater/Cole District Park
- Equestrian trail around Mainland Farm
- Nature trail along Powhatan Creek from Greensprings Trail to John Tyler Highway (east side). Connect to Clara Byrd Baker School
- Multiuse trails to enhance alternative transportation modes leading to Jamestown Island

##### 2008-2012

- Centerville Road paved multiuse trail from District Park Sports Complex along the Regional Utility Corridor to the Hotwater/Cole District Park (west side)
- Longhill Road paved multiuse trail from JC/W Community Center to Centerville Road (north side)
- New Towne/Eastern State paved multiuse trail from Monticello to Longhill Connector/Community Center (on utility easement)
- Route 5 paved multiuse trail from Jamestown High School to Ironbound Road (south side in utility easement)
- Ironbound Road paved multiuse trail from Five Forks to Mid County Park (west side)
- Route 199 paved multiuse trail from John Tyler Highway to Monticello (south side)
- Equestrian trail on the Hotwater/Cole District Park
- Nature trail along Powhatan Creek from John Tyler Highway to News Road (east side)

Estimated Construction Costs for Existing Trail Projects in 2002

1. Mid County Park paved multiuse trail - ¾-mile
  - 400' built by VDOT as part of Monticello Avenue improvements in 2001
  - 480' built with sidewalk funds in 2001 for \$34,496
  - 2,300 LF of asphalt 10' wide, 100 LF of boardwalk, 290 LF asphalt 10' wide, 50 LF concrete, and site work is expected to cost \$113,500.
  - Virginia Recreational Trails grant funds are \$65,500
  - Funds from the Greenway CIP \$48,000 (leaving a balance of
2. Soft surface multiuse trail on District Park Sports Complex - 3.4 miles
  - Estimated cost for 8' gravel path is \$314,996
  - A Virginia Recreational Trails grant submitted in 2001 was denied. The grant was resubmitted in 2002 for \$150,000, with matching funds of \$164,996 to be taken from the Greenway CIP account
3. Nature trails on District Park Sports Complex
  - Trail estimate for 4000 LF clearing (\$5/LF) and 90 LF boardwalk is \$23,500
4. Greensprings trailhead and parking facility
  - This joint VDOT project was estimated at \$140,000. Currently, VDOT is looking into other locations and may not be able to cost-share with JCC. If we proceed, the trailhead parking, without shelters and bathroom facilities, is estimated at \$60,000-80,000, depending on the scope of the project
5. JC/W Community Center paved multiuse loop connection on Longhill Road
  - This is part of a passive recreation project near the water tower. Estimated costs for the 8' asphalt 950 LF trail are \$25,000.

Estimated costs for existing projects in 2002

1. Mid County Park ¾-mile paved multiuse trail	\$48,000
2. District Park Sports Complex 3.4-mile gravel multiuse trail	164,996
3. District Park Sports Complex ¾-mile nature trail	23,500
4. Greensprings trailhead parking facility	80,000
5. JC/W Community Center paved multiuse loop connection	<u>25,000</u>
Total estimated costs	\$ 341,496

Status of available Greenway CIP funds	approximately	\$ <u>132,000</u>
Shortfall of funds for current projects	approximately	\$ (209,496)

Current funding mechanism: \$50,000 annual Greenway CIP account

**Motion for Funding by the Greenway Steering Committee on March 5, 2002**

The Steering Committee recommends that a funding mechanism of one-cent of the annual real estate tax rate be designated for greenway and trail capital improvement projects.

12.2 Greenway Master Plan adoption by the Board of Supervisors

**RESOLUTION**

**2002 GREENWAY MASTER PLAN**

WHEREAS, the Board of Supervisors appointed the Greenway Steering Committee in March 2001 to take an active role with staff in the development and review of technical information for the Greenway Master Plan; and

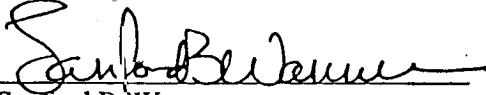
WHEREAS, the Greenway Steering Committee worked 12 months to prepare the Plan, endorsed the Greenway Master Plan with the Action Plan funding mechanism and maps; and

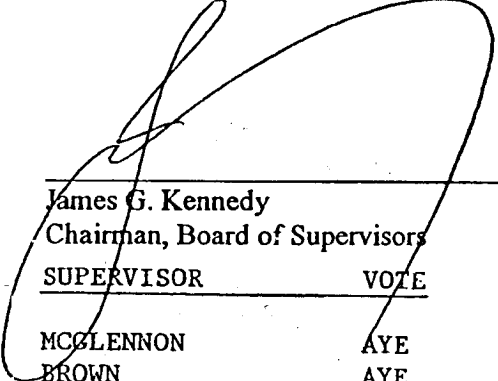
WHEREAS, the James City County Parks and Recreation Advisory Commission, following a public hearing on the Plan, endorsed the Greenway Master Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, does hereby approve the 2002 Greenway Master Plan.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the funding of greenway and trail capital improvement projects will be considered within the context of future James City County annual budget prioritizations.

ATTEST:

  
Sanford B. Wanner  
Clerk to the Board

  
James G. Kennedy  
Chairman, Board of Supervisors  

<u>SUPERVISOR</u>	<u>VOTE</u>
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MCLENNON	AYE
BROWN	AYE
GOODSON	AYE
HARRISON	AYE
KENNEDY	AYE

Adopted by the Board of Supervisors of James City County, Virginia, this 25th day of June, 2002.

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